

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 789B
(Trestle "B")
11 miles west of Corrine
Corrine Vicinity
Box Elder County
Utah

HAER No. UT-64-B

HAER
UTAH
2-CORR.V,
1B-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 789B (TRESTLE "B") (HAER No. UT-64-B)

HAER
UTAH
2-CORR.VI
1B-

Location: UTM: 12/389860/4606000

Present Owner: Southern Pacific Transportation Company, San Francisco

Present Use: The railroad grade and trestles are used as a Chevron Oil Company pipeline route and, in part, as a vehicular corridor. The trestles are to be demolished and replaced with earthen fill.

Significance: This trestle is one of many remaining Promontory Route railroad trestles which were originally part of the first transcontinental railroad route across the United States. These trestles represent a class of small utilitarian wooden trestles constructed throughout the country during the latter half of the 19th century.

PART I. HISTORICAL INFORMATION

1. Date of construction: 1872
2. Railroad Structural Designation: 789B (at milepost 789.80)
3. Architect: Central Pacific Railroad Company
4. Original and subsequent owners: Central Pacific Railroad Company, 1872-1884; Southern Pacific Transportation Company, 1884-present
5. Builders, contractors, suppliers: Central Pacific Railroad Company
6. Original plans and construction: Unknown
7. Alterations and additions: Deck replaced, 1920; ties replaced, 1940
8. The 1920 and 1941 Bridge Inspection Books¹ describe this trestle as an open deck structure which is 13 feet long with a height of 6 feet from water to the bottom of rail. The discrepancy between this height and that measured by the author may be due to heavy silting under the trestle. It is shown to have three 7-by-16-inch stringers and four-pile bents of redwood. A new deck was installed in 1920 and ties were replaced in 1940. In 1941 the trestle was considered in good condition.

PART II. ARCHITECTURAL INFORMATION

This is a very small single span wooden framed trestle. It is 13 feet 2 inches long and lies 3 feet 7 inches high from water level to the bottom of rail (top of the ties). It is supported by two four-post bents which barely rise above the water level to support the 12-by-12-inch cap timbers. Two pairs of 8-by-16 inch stringers support the deck. The use of only four-post bents suggests that only "light loading" (use of E-45 locomotives) of the trestle was needed.²

The bulkheads on the south side of the trestle are obscured with heavy grass cover, but those on the north side are angled at about 45 degrees and consist of 2-by-12-inch boards supported by 10-by-12-inch squared timbers. Two 9-inch diameter Chevron gasoline pipes, running the length of the trestle, rest on the cap beams on the lower edge of each side of the deck.

-
1. Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Books 1920 and 1941. On file at the Southern Pacific Transportation Company, San Francisco, California.
 2. Walter Loring Webb, *Railroad Construction, Theory and Practice*, New York: John Wiley & Sons, Inc., p. 210.

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 789B
 (TRESTLE "B")
 HAER No. UT-64-B
 (page 3)



Location of Trestle 789B ("B"). Taken from: USGS Public Shooting Grounds, Utah
 Quadrangle 7.5' (1972).